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NOTES FROM THE EDITOR

I was saddened to read of Tony Hodgetts' passing in Bob Soper's fine obituary, as well as that of his wife. However, I'm sure Tony would have been pleased that events at Harewood have resumed, albeit in their post-lockdown format, and he would have applauded the efforts of the team to put it together, as described by Tim Wilson below.

Great to read that the event on 2nd August was so well received; we have a platform upon which to move forward, and we will continue to do our best to bring you informative, and I hope interesting, issues of your magazine.

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TEAMWORK AT ITS BEST

Sunday 2nd August was another first for the Yorkshire Centre and Harewood, being our first hillclimb held behind closed doors.

2020 has been a challenging year for us all. We had to cancel all our events earlier in the season as Motorsport UK, quite rightly, withdrew all event permits up to the end of June. As Her Majesty's Government eased some of the restrictions, Motorsport UK started working with event organisers, and I was fortunate to be involved, on the challenging process to restart motorsport. New rules and guidance were quickly produced, within which we could organise our first post-lockdown hillclimb.

But how could we run an event where marshals could not touch cars? how could we line up cars on the startline? how could we accommodate essential staff within small offices whilst observing social distancing guidelines? ...and so much more!

A positive and creative approach was required....and the organising team at Harewood responded to the challenge! Numerous Zoom meetings were held between the Committee and the key individuals involved in running our events. A plan was created which allowed us to open the gates at 7am on Sunday for a unique event ...and what a success it was, with a reduced entry of 80 Centre members

being treated to 2 practice and 4 timed runs in beautiful Yorkshire summer sunshine.

It was good to be back at Harewood, to see everyone again and be part of such a well-run event....
teamwork at its best indeed! Thank you all.

Tim Wilson

Chairman, BARC Yorkshire Centre

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TONY HODGETTS – AN APPRECIATION FROM BOB SOPER



— Tony at Harewood (Keith Hunt)

When I handed over the running of the Yorkshire Centre Circular to Tony back in 1974, I knew it was in safe hands. And why did I know that? It was because Tony had been around in the club for as long as I could remember, and during that time had built up a solid reputation for doing things right. In committee he was always the one to whom we would turn when anything to do with the running and

marshalling of our speed events needed sorting out.

This same solid reliability had seen him rise to the top of Appleyards, the then huge motor distributors in the county, and had seen him as an obvious choice as officer material when doing his National Service in the RAF. And that was Tony all over. Solid reliability plus undying loyalty to his many friends.

Married to Judith – ‘The Boss’ – for many years, he was the proud father of Tim, Sally and Kate, and grandfather to their children as well. It was from this firm base that his entire life both evolved and revolved. One must ask, however, how he found time for much family ‘quality time’ when one looks at his formidable motor sporting CV!! Sadly, Judith also passed away just a few days after Tony’s death.

Tony was never a Club Night, Scarborough Weekend or Greenwood Cup man, his interests being in the speed events, whether the British Grand Prix at Aintree, club meetings at Croft, marshalling at the Burton’s Hudson Road Mills sprints or standing on cold and bleak corners on forest stages on the RAC Rally, right up to being Stage Commander when the 1975 RAC Rally came to Harewood. As such he was given the fright of his life when Eric Jackson took him on a demonstration run of the stage in a time that beat the official fastest recorded by Timo Makkinen. He never tired of telling that story – and nor did Eric!!

As motor sport became more professional, right down to grass roots club level, so too did the needs of safety and for trained and qualified marshals. Needless to say, Tony was at the forefront of all this, quickly rising through the ranks of the newly formed MSA where he became a regular Chief Observer or Chief Steward, jobs he took very seriously indeed. In his younger days he ventured far, including Crystal Palace in London and the Knockhill circuit in Scotland, but in later life he stuck to Harewood and Croft.

In 1976 it was discovered that the Yorkshire Centre had entered the ‘Castrol Quiz’ but the bulk of the previous year’s excellent team had been poached by the YSCC. Not only that but it was Saturday afternoon and our first round was on the following Monday evening. I was coerced into taking part but Tony volunteered. With the Area Final scheduled for the following Saturday, four rounds must be played first and to our amazement it was us who got there, beating in the process the YSCC. Without the massive knowledge of one Tony Hodgetts we would not have got so far. We ended up with just a pewter mug for our valiant efforts that ended in Buxton on that Saturday afternoon.

When Shell took a bus load of their own people to the Nurburgring in 1974, they filled the remaining seats with a few club members. Tony was an obvious choice from the Yorkshire Centre for what turned out to have been a very pleasant holiday in the wine region of Germany, ending with the opportunity to see the German Grand Prix on one of the greatest circuits of them all.

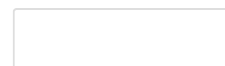
He was always a regular at the 'Old Farts' lunch right up to the last one in 2019 when he was very ill. I told him that a place would be found even if he waited until the morning of the event, but he got permission from 'The Boss' and booked a couple of days earlier. When I was preparing my book on our 'Golden Years' of Sixties motor sport, I needed to refer to The Yorkshire Centre Circular but had not one copy of my own. However, Tony Hodgetts had some. In fact, he had the lot. He had every issue since he joined the club in 1957. They were at home but at the time he was not well and the box was both heavy and in the loft. He doubted whether 'The Boss' would allow much foraging in those parts of the house but, whether it was allowed or not, he rang me next day to arrange to hand them over at the Harewood Arms.

Tony was a friend to many people in and out of the sport. He was a good and loyal one to me over so many years and I will miss him, as will so many others.

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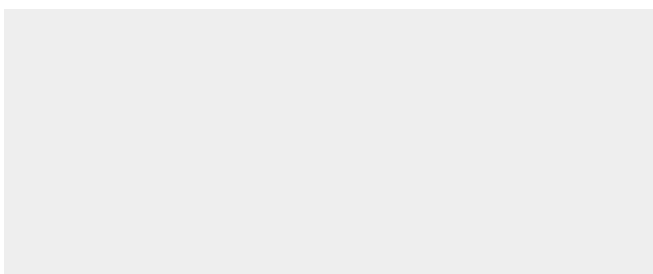
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BARC YORKSHIRE MEMBERS' HILLCLIMB 2nd AUGUST 2020

A strange new world. The season's opening event, had a different feel, it was August, and there were Covid-19 restrictions. This entailed; limited entries, which were full 38 minutes after they opened; no paperwork (everything done electronically); no spectators, only driver plus one helper per car; a limit to the number of marshals and officials; social distancing; facemasks and hand sanitisers. All equipment had to be sanitised. The only people allowed on site were those registered in advance, and the gates were locked at a prescribed time. The start procedure was altered to the European style, cars starting 500mm before the timing beam, as marshals were not allowed to touch the cars. This meant there could be no Class records and no awards for the event. . Everything done to MSUK and Government guidelines, in order to achieve this the Team had spent many hours in the pre-planning of the event, with many Zoom meetings



Trevor Willis took FTD in the OMS 28 on his first timed run then went off at the first corner on his second timed run, causing a delay to proceeding whilst his car was recovered on the flatbed truck by the ever efficient marshals and



— Trevor Willis setting FTD

recovery crew.

Despite this slight delay everyone had two practice runs and four timed runs.

Everything ran well on the day, with really good weather. The competitors

had a good day, with a paddock full of smiling faces there were many excellent comments from competitors and marshals at the end of the day.

We are now looking forward to the 30th August event!

Results

Final results

FTD & Top 4

Sector Times

Split Times

The following photos from JCB Photography

wonderplugin.com



212---barc-yorkshire--: 212---barc-yorkshire--

The photos in the following gallery by Phill and Marcus Andrews



211---barc-yorkshire--! 211---barc-yorkshire--!

Reported by our Harewood correspondent

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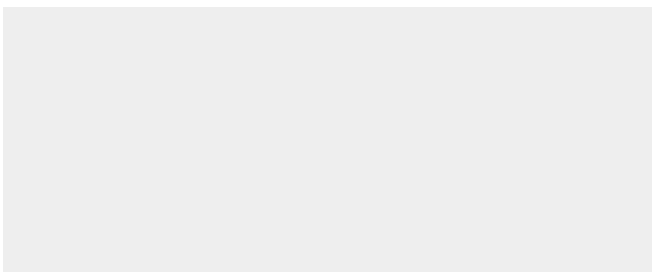
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YORKSHIRE HILLCLIMB HEROES – DAVID HEPWORTH

Once described in 'Autosport' as 'a big bluff Yorkshireman who drives a big bluff car in a big bluff fashion', David Hepworth was Yorkshire's second British Hillclimb Champion. His pudding basin helmet and burly frame, sat upright in a potent single-seater – better to muscle it into submission, was almost a metaphor for big banger hillclimbing in the sixties.

Originally from Huddersfield, Hepworth ran a domestic appliance refurbishment and stove enamelling business in Brighouse, and began his motorsport journey in 1958. First he drove in local rallies, autotests and sprints with an Alexander-tuned Morris 1000 Traveller before switching to a Morgan Plus 4. A very quick ex Ken Rudd Austin Healey 3000 followed, in which he began hillclimbing in 1964.



In due course more grunt was required so a Cooper T43/51 single-seater arrived, together with a pair of Chevrolet V8 engines purchased from Jackie Epstein. One motor was dropped into the back of the Cooper, the other shoe-



— The Auston Healey Chevy storms Harewood
(Photographer unknown)

horned into a 'bitza' Austin Healey 100/4/3000 taken in part-exchange against the Rudd Healey. They were hillclimbed with much success in the north, frequently both at the same meeting.

For 1966 a Formula One Brabham BT3, formerly raced by 'Black Jack' himself, was acquired and Chevy propulsion installed. The following year it was replaced by a Brabham BT11 Traco Oldsmobile with which David began to made an impression beyond the boundaries of Yorkshire.

With four-wheel drive becoming fashionable, its worth about to be ably demonstrated by Peter Lawson's British Championship-winning BRM P67, Hepworth began building such a car of his own for 1968. Based on another Brabham Formula One chassis, and fitted with a 4.5 litre Traco Oldsmobile V8 and Ferguson transmission, this complex undertaking took longer than expected so an interim Brabham BT19 Oldsmobile was campaigned. The Hepworth Special eventually broke cover at the September Doune meeting, and in a dream debut set BTD.

In 1969 David hit the ground running, a succession of early season British Championship round wins at Loton, Wiscombe, Barbon, Shelsley and Rest And Be Thankful holding him in good stead. Thus, despite no further victories, and a very long accident at Tholt-y-Will which started at the hotel and ended a mile later at Creggan 2, he still clinched the title at the age of 29, ably supported by part-time mechanics David Hurst and Peter Sykes.



— The Hpworth Special rounds Castle Howard hairpin (Haydn Spedding)

The V8 was opened out to 4.9 litres for a 1970 title defence but there was now Sir Nicolas Williamson's 5 litre McLaren M10B to contend with, and despite winning five rounds to the jovial knight's four, David had to settle for second place.

For 1971 the faithful Olds was enlarged to 5 litres and the British title returned to Yorkshire following five wins, the most notable being at Shelsley Walsh when Hepworth became the first driver to climb the historic Teme Valley course in under half a minute. By all accounts it was not pretty, David manhandling the protesting car to a tyre-scrabbling, over-revving, chassis-squirring 29.92 s ascent.

By 1972 the car was rejoicing in the name of the Guyson Shotblast Special in recognition of sponsorship from Jim Thomson's expanding Otley-based industrial cleaning equipment company. Once again David gave a good account of himself and won three rounds, but had to give best to Nick Williamson's more nimble 2 litre March 712 Hart. At which point he decided to go circuit racing.



— David Hepworth chews the fat at Silverstone (Jerry Sturman)

The Brighouse-based team had already done the odd circuit race in the Hepworth, including a late season win at Croft in 1968. Now they got serious and turned to BRM, securing the thunderous Tony Southgate-designed 8 litre Chevy powered P154 sports racer, plus a spare in boxes, with which to contest the 1973 Interserie Championship (Europe's Can-Am). David's best finish was a fifth place at Silverstone.

For the 1974 season Hepworth bought the floundering P167 project, BRM being in need of funds to continue Grand Prix racing. Successor to the P154, the package included two chassis. However, faced by the might of Porsche and well-healed continental privateers like Willie Kausen, the little British team was destined to struggle, seventh place finishes at Silverstone and Hockenheim being the best results.

However, David's finest hour came at the Norisring just outside Berlin. Things did not begin well when Reinhold Jost's Porsche 908/3 was inadvertently punted into the Armco by the big P167 during practice, setting back Anglo German relations in a Brighouse flattens Bauhaus kind of way. The race started on a wet track that was expected to improve, so intermediates were the thing to have. Unfortunately this was a luxury beyond the resources of the Hepworth team so the BRM went on wets, and was holding a plucky second place behind Teddy Pilette's McLaren M8F until the circuit dried. The Porsches then pounced, and Hepworth dropped to tenth on tyres worn down to the canvas.

At the end of the season David hung up his helmet and turned to supporting the racing of sons Stephen and Andrew. He was to die in 1992 at the early age of 52, but his legacy lives on at

Hepworth International where both road and competition cars are restored in the original Birds Royd Lane works.

A formidable engineer and driver, David Hepworth made an impression on the motorsport world that extended far beyond his native county. This we are reminded of each time the big bluff racing cars he drove in a big bluff way, brought back to life with such care by his sons, are now demonstrated on tracks throughout the country.

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[PHOTO GALLERY FROM THE HAREWOOD HILLCLIMB WEBSITE](#)



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TAILPIECE



— Even at the height of the lockdown some bakers were able to maintain deliveries (Don Chambers)

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